

THE WEEKLY OF **BUSINESS AVIATION**™

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INTELLIGENCE

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AT LEAST FIVE AIRPORTS have drafted proposals to impose passenger facility charges. The majority of those airports – Las Vegas, Portland, Denver, and Midland, Texas – said they intend to exclude most on-demand air charter operations. However, Port Columbus International intends to include all operations. Late last month Columbus airport authorities held a preliminary meeting on the PFC issue with the airport's carriers, but failed to inform at least one air charter operation of its intentions. An official at the charter operation, Executive Jet Aviation, said the city promised to forward a copy of the proposal to him last week, giving the company two weeks to meet the city's deadline for comments.

BEECH AIRCRAFT filed on Aug. 5 a post-trial motion in the San Mateo, Calif. County Superior Court for the overturn of a \$57 million verdict stemming from a 1974 Travelair accident. A jury in July ordered Beech to pay \$57 million to the families of three men who died in the crash (*BA*, July 22/29). Beech officials said if they do not receive a favorable ruling with the post-trial motion, they intend to proceed with an appeal.

THE ENVIRONMENTAL PROTECTION AGENCY has yet to announce a decision after five months of deliberations on whether to exclude piston aircraft engines from the Clean Air Act's ban on the manufacture of non-road engines requiring lead after model year 1992. EPA officials in March told the industry that its general counsel would review whether to exclude general aviation engines. However, one official cautioned that "if we heard from them in the next couple of months, it would be the fastest time we've ever heard from them" (*BA*, March 18/112). Industry also is still waiting to hear a response from the Department of Transportation on this issue. Rep. John Dingell (D-Mich.), chairman of the House Committee on Energy and Commerce, in March asked both EPA and DOT to clarify the applicability and impact of the Clean Air Act on general aviation.

WILLIAM BOETTGER FILLS TOP POST OF COMMANDER AIRCRAFT COMPANY

William A. Boettger, a 25-year veteran of the general aviation industry, on Aug. 2 was appointed president, chief executive officer and a director of Commander Aircraft Company. Boettger replaces Randall Greene, who founded the company in 1988 to develop the former Rockwell Commander 114 model. Greene, who had been serving as president and chief operating officer, will continue with Commander as vice chairman and on a consulting basis. Greene said the change will free up his time so he can concentrate on his work with the investment bankers – "which is what I've been doing for the past three years." Greene referred to Boettger's managerial experience and expressed confidence that the operation is in "good hands." Boettger's experience includes a two-year stint ending in November 1990 as president of Teledyne Continental Motors (*BA*, Dec. 17/236). Before that, Boettger was with Learjet for nearly two years in various positions, including executive vice president. He also had spent about 22 years with Cessna.

Boettger steps into the top management position only three months after Special Situation Investment Holdings, Ltd. (SSIH) increased its investment to gain a controlling interest in the Bethany, Okla. company (*BA*, May 13/195). Greene said he sold his majority interest in order to secure the necessary financing to proceed with production of the aircraft. The company had delayed production of the single-engine line of aircraft because of a cash shortage and vendor problems. Although Greene said much of the financing is in place,

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Airport and Airway Trust Fund
Income Statement
October 1, 1990 - May 31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	\$ 9,306,000.00	\$ 71,540,000.00
Transportation by Air, Seats, Berths, etc.	350,987,000.00	2,625,236,000.00
Use of International Travel Facilities	18,485,000.00	138,104,000.00
Transportation of Property and Cargo	19,932,000.00	138,906,000.00
Gasoline:		
Commercial 9 cents tax	217,000.00	1,793,000.00
Non-commercial 9 cents tax	2,425,000.00	16,421,000.00
Non-commercial 2.9 cents tax	0.00	1,826,000.00
Total Tax Receipts	\$ 401,352,000.00	\$ 2,993,826,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	\$ 0.00	\$ (9,530.00)
Aviation Fuels Commercial	0.00	7,342,000.00
Gas Retailers Tax	0.00	102,760.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	\$ 0.00	\$ 7,435,230.00
Net Tax Receipts	\$ 401,352,000.00	\$ 2,986,390,770.00
Interest on Investment	\$ 5,242,604.74	\$ 339,071,539.70
Accrued Interest Income	106,480,875.18	537,604,159.16
NET RECEIPTS	\$ 513,075,479.92	\$ 3,863,066,468.86
OUTLAYS		
Interest on Refunds & Credits	\$ 0.00	\$ (7,710.00)
NON-EXPENDITURE TRANSFERS		
Department of Transportation	\$ (777,743,625.00)	\$ (3,400,541,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	\$ (777,743,625.00)	\$ (3,417,801,500.00)
TOTAL OUTLAYS/TRANSFERS	\$ (777,743,625.00)	\$ (3,417,793,790.00)
SURPLUS/(DEFICIT)	\$ (264,668,145.08)	\$ 445,272,678.86

From Treasury Department data.

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**Airport and Airway Trust Fund
Balance Statement
As of May 31, 1991**

ASSETS

Undisbursed Balances:		
Available for Investment	\$ (316.50)	\$ (316.50)
TOTAL UNDISBURSED BALANCE		
Receivables:		
Interest Receivables	\$ 537,604,159.16	\$ 537,604,159.16
TOTAL RECEIVABLES		
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-3/4% matures 6/30/91	213,456,000.00	
8-7/8% matures 6/30/91	\$ 14,311,532,000.00	
NET INVESTMENTS		\$ 14,524,988,000.00
TOTAL ASSETS		\$ 15,062,591,842.66

LIABILITIES & EQUITY

Beginning Balance	\$ 14,617,319,163.80	
Net Change	445,272,678.86	
TOTAL EQUITY		\$ 15,062,591,842.66
TOTAL LIABILITIES & EQUITY		\$ 15,062,591,842.66

**Activity Report
October 1, 1990 - May 31, 1991**

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	\$ 82,047,900.00	\$ 4,604.41
Grants-in-Aid	207,659,042.95	20,564,616.02
Facilities & Equipment	92,399,706.47	69,965,240.49
Research Engineering Development	(6,019,256.60)	1,902,835.95
TOTAL UNDISBURSED BALANCE	\$ 376,087,392.82	\$ 92,437,296.87
EXPENSES		
Operations	\$ 168,295,725.00	\$ 1,336,565,800.00
Grants-in-Aid	106,590,957.05	997,836,362.08
Facilities and Equipment	106,250,293.53	907,784,683.25
Research Engineering Development	20,519,256.60	109,444,405.44
NOAA Aviation Weather Services	0.00	17,260,500.00
TOTAL EXPENSES	\$ 401,656,232.18	\$ 3,368,891,750.77
NON-EXPENDITURE TRANSFERS		
Department of Transportation	\$ (777,743,625.00)	\$ (3,400,541,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	\$ (777,743,625.00)	\$ (3,417,801,500.00)

From Treasury Department's data. Facilities and equipment numbers reverse the Treasury Department's improper posting on April's report.

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